

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 08/09/2006

| | | | | | |
|---|--|--------------|------------------------|----------------------------------|------------|
| DCA04MA068 | | | | | |
| File No. 20462 | 08/13/2004 | Florence, KY | Aircraft Reg No. N586P | Time (Local): 00:49 CDT | |
| Make/Model: | Convair Div. Of Gen. Dynamics / CV-340 (580) | | Fatal | Serious | Minor/None |
| Engine Make/Model: | Rolls-royce / 501-D13 | | Crew 1 | 0 | 1 |
| Aircraft Damage: | Destroyed | | Pass 0 | 0 | 0 |
| Number of Engines: | 2 | | | | |
| Operating Certificate(s): | Flag Carrier/Domestic; Supplemental | | | | |
| Name of Carrier: | AIR TAHOMA INC | | | | |
| Type of Flight Operation: | Non-scheduled; Domestic; Cargo | | | | |
| Reg. Flight Conducted Under: | Part 121: Air Carrier | | | | |
| Last Depart. Point: | Memphis, TN | | Condition of Light: | | |
| Destination: | Same as Accident/Incident Location | | Weather Info Src: | Weather Observation Facility | |
| Airport Proximity: | Off Airport/Airstrip | | Basic Weather: | Visual Conditions | |
| | | | Lowest Ceiling: | 7500 Ft. AGL, Overcast | |
| | | | Visibility: | 10.00 SM | |
| | | | Wind Dir/Speed: | | |
| | | | Temperature (°C): | 13 | |
| | | | Precip/Obscuration: | No Obscuration; No Precipitation | |
| Pilot-in-Command | Age: 49 | | Flight Time (Hours) | | |
| Certificate(s)/Rating(s) | | | Total All Aircraft: | 2500 | |
| Airline Transport; Flight Engineer; Foreign; Private; Multi-engine Land; Single-engine Land | | | Last 90 Days: | 32 | |
| | | | Total Make/Model: | 1337 | |
| Instrument Ratings | | | Total Instrument Time: | UnK/Nr | |
| Airplane | | | | | |

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

The Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>, AAR-06/03, PB2006-910403.

On August 13, 2004, about 0049 eastern daylight time, Air Tahoma, Inc., flight 185, a Convair 580, N586P, crashed about 1 mile south of Cincinnati/Northern Kentucky International Airport (CVG), Covington, Kentucky, while on approach to runway 36R. The first officer was killed, and the captain received minor injuries. The airplane was destroyed by impact forces. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 as a cargo flight for DHL Express from Memphis International Airport, Memphis, Tennessee, to CVG. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan.

Brief of Accident (Continued)

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|----------------|------------|--------------|------------------------|-------------------------|
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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (F) INATTENTIVE - PILOT IN COMMAND
5. (F) CHECKLIST - DELAYED - PILOT IN COMMAND
6. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - STARVATION
7. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - FLIGHTCREW
8. (F) INATTENTIVE - FLIGHTCREW
9. (F) AIRCRAFT HANDLING - NOT RECOGNIZED - FLIGHTCREW

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

10. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
fuel starvation resulting from the captain's decision not to follow approved fuel crossfeed procedures. Contributing to the accident were the captain's inadequate preflight planning, his subsequent distraction during the flight, and his lateinitiation of the in-range checklist. Further contributing to the accident was the flight crew's failure to monitor the fuel gauges and to recognize that the airplane's changing handling characteristics were caused by a fuel imbalance.